58TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { REPORT No. 672.

STATUE TO PAUL JONES.

FEBRUARY 2, 1904.—Committed to the Committee of the Whole House on the state of the Union and ordered to be printed.

Mr. MCCALL, from the Committee on the Library, submitted the following

REPORT.

[To accompany H. R. 853.]

The Committee on the Library, to whom was referred the bill (H. R. 853) for the erection of a monumental statue in the city of Washington, D. C., to Paul Jones, the founder of the American Navy, beg leave to submit the following report and recommend that said bill be amended and as amended do pass.

Amend by striking out all of line 6, page 1, and inserting "of the Committee on the Library of the Senate and the chairman of the Committee on the Library of the."

Strike out the last four words of the bill and insert "said chairmen."

Strike out the last seven words of line 2, page 2, and the first two words of line 3, page 2, and insert "said chairmen."

A statement of the principal facts in the life of Jones, especially so far as it relates to the American Navy, will, in the opinion of the committee, be ample justification for its action in recommending the erection of a statue to him at the national capital.

John Paul, who afterwards added to his name that of a distant relative, and became known as John Paul Jones, was born in Arbigland, a fishing village on the south coast of Scotland, July 6, 1747. His father, John Paul, was a gardener and fisherman. The sea was almost the native element to the son, who, in his early boyhood, received the hardy discipline of the sailor upon the stormy stretch of the Scottish coast near which he was born. At twelve years of age his coolness and skill in the management of a boat during a squall attracted the attention of a large shipowner, and he was apprenticed upon the brig *Friendship* for a voyage to Virginia and the West Indies.

It was during this voyage that he had his first glimpses of the country in the service of which he afterwards won his fame. His oldest brother had been adopted by one William Jones, a distant relative and a prosperous Virginia planter. When the *Friendship* anchored in the Rappahannock John Paul availed himself of the opportunity which he had long desired and visited the plantation of which his brother was the manager. For the next fifteen years John Paul steadily followed the sea, engaging in trade with the colonies and the West and East Indies, rapidly rising in rank until he had attained the command of a ship and accumulated a considerable fortune.

He thoroughly mastered every detail of his profession, acquired a fair knowledge of Spanish and a remarkable command of the French language, which proved a most fortunate circumstance when he came to command war ships upon which the crews were so largely composed of Frenchmen.

In 1773, his brother in Virginia died, and John Paul, upon assuming the name of Jones, succeeded to the estate left in the first instance to his brother by William Jones. He temporarily retired from the sea and followed the life of a planter upon his well-stocked plantation of three thousand acres. Both by interest and sympathy he was attached to the colonial cause. His fortune was in America. It was one of his earliest ambitions to go to Virginia, where the successful life his brother was leading opened up before the imagination of the boy the hope of improving his own hard lot, and where the wild character of the life vividly appealed to his native love of adventure. When he became a planter in 1773, his adopted colony had filled a large place in his life, and he loved her with a love second only to that which he cherished for the sea.

That he soon became a warm partisan of the colonial cause is proven by his own description of what occurred at a meeting of some officers of a British war ship at Norfolk the year after he settled in Virginia. "The insolence of these young officers," he wrote, "in particular when they had gotten somewhat in their cups, was intolerable; and there could be no doubt that they represented the feeling of their service generally." One of the officers indulged in a remark reflecting upon the men and women of the colonies. Jones immediately knocked him down, and then prepared to fight the duel he believed would follow; but the challenge never came.

During the winter preceding the outbreak of hostilities Jones was in close communication with Washington, Jefferson, and other leaders and assured them that his services were at the disposal of the colonies whenever they should be needed upon the sea. After the battle of Lexington he became convinced that nothing remained for the colonies "except either war to the knife," to use his words, "or total submission to complete slavery." He at once prepared for the contest. Learning that two French warships had put in at Hampton Roads he visited them and secured permission to make complete plans of the new frigate, *La Terpsichore*, and the first American warship, the *Alliance*, was constructed and armed according to those plans.

In June, 1775, the Naval Committee of Congress, of which Robert Morris was chairman, invited Jones to give it his advice. In reply he wrote a letter which drew high praise from Washington, who declared that Jones's "powers of usefulness are great and must be constantly kept in view."

This letter contains as complete and admirable a presentation of the responsibilities of naval officers as has ever been set forth within an equal scope. He presented also a plan of organization for the Navy which displayed a remarkable comprehension of the subject and which, in its main lines, was adopted by the committee. Jones acted not merely as adviser to the committee, but at its request he took charge of converting an Indiaman into a light-weight frigate, a work which he prosecuted with such energy that the *Alfred*, a staunch ship of 28 guns, was the first war vessel ready for the service of the Colonies.

No man of that time promoted the interests of the Navy with such signal success, but his own personal interests were overlooked or ignored. When the five naval captains were appointed in December, 1775, Jones's name was not on the list. The influence of John Adams was paramount, and all the captains except Nicholas Biddle, the greatest of them all, were taken from New England. Speaking of them afterwards, Jones said, "Four of them were respectable skippers and they all outlived the war. One of them was the kind of naval captain that the God of battles makes." Jones was put at the head of the list of lieutenants, and he had the mortification of seeing the command of the *Alfred*, which he himself had transformed into a war vessel, conferred upon another.

One at least of the members of the committee anticipated a protest, but Jones said, "Do not debate the point further with Mr. Adams. Let the resolution go as it is. * * * Time will make all things even." While awaiting the arrival of the captain of the *Alfred*, Jones was in command of the ship long enough to give to the breeze the first American flag displayed on a man-of-war. That flag was not the Stars and Stripes, but the one bearing the rattlesnake emblem, which was not at all to Jones's fancy. "I always abhorred the device," Jones wrote in his journal, "and was glad when it was discarded for one much more symmetrical as well as appropriate a year and a half later."

The first cruise of the new Navy was not a glorious one, and its most important result, through the permanent retirement of one captain and the temporary retirement of another, was to open the way for giving Jones the independent command of a ship. That ship was a little sloop of 14 guns, called the *Providence*, but he boldly put out upon a sea swarming with British cruisers, made 16 captures and was twice chased by frigates. He once escaped only by a brilliant and lucky maneuver, the audacity of which temporarily disconcerted the pursuer, and his little bark gamely answered the heavy broadside by a musket shot from its taffrail "by way of derision," as Jones put it.

At the end of this cruise he learned that his Virginia plantation had been ravaged by an expedition under Lord Dunmore, a piece of vandalism which Jones declared to be "a compliment to the sincerity of my attachment to the cause of liberty."

While Jones was rendering such brilliant service on the *Providence* the political sailors were at work upon the land, and he returned to find himself a captain, to be sure, but eighteenth upon the list when, by every fair rule of promotion as well as by the law of Congress, he should have been the sixth. He vehemently protested in a letter to Mr. Jefferson.

"Surveying," he said, "the names and locations of the twelve captains who have been graciously appointed to supersede me while I was afloat in the *Providence*, and therefore not in position to plead my own cause, I perceive that nine of them hail from New England. * * * If their fate shall be like that of his share in the first five captains last year I can only say that Mr. Adams has probably provided for a greater number of courts-martial than of naval victories. You are well aware, honored sir, that I have no family connections at my back, but rest my case wholly on what I do."

The committee recognized the justice of this protest and rearranged the list, putting Jones in sixth place, but this resolution was not con-

sidered by Congress. Under the order of the naval committee Jones made a cruise in the *Alfred*, and in thirty-three days he captured seven prizes, some of which had aboard great quantities of uniforms, ammunition, and other military supplies. After this cruise the command of the *Alfred* was taken from Jones and he was summoned to Philadelphia to serve upon the board of advice. He strongly urged the plan of sending a war vessel bearing the American flag to European waters. He believed that such an enterprise would advance the prestige of the new nation, and would be effective in securing the cooperation of France.

It was decided to adopt the plan. Jones was preeminently the man to carry it into effect. The fact that his effective services marked him out for the work by no means insured his selection. But he possessed one indispensable qualification, a qualification that was possessed by few, if any, of our officers. He could speak the French language with great fluency and force. Lafayette declared that he possessed "far beyond any other officer in your service that peculiar aplomb, grace of manner, charm of person, and dash of character always required to captivate the French fancy."

Jones was chosen for the work, but he had no ship. Only one vessel was available, the *Trumbull*, a fine new frigate, which was exactly adapted to the service. The *Trumbull*, however, was given to one of Mr. Adams's favorite skipper captains, and Jones and his great project were left without a ship. As a last resort, he made a personal appeal to Washington and obtained his powerful assistance. On June 14, 1777, Congress passed, in a single act, two resolutions; the first, adopting the Stars and Stripes as the American flag, and the second appointing Capt. John Paul Jones to the command of the ship *Ranger*.

"That flag and I are twins," said Jones, "born the same hour from the same womb of destiny. We can not be parted in life or in death." It was not an imposing ship that had been chosen to carry the American flag for the first time across the ocean and to show it upon those waters covered by the enormous fleets of England. The *Ranger* was only a sloop of twenty guns. It seemed little short of madness to oppose such a tiny ship to the mistress of the seas at the very seat of her power. But it was a saucy little craft, with graceful lines, capable of running before the wind with any ship afloat, and with a crew of Americans which Jones pronounced the best crew he had ever seen. And if fortune should have it that she should fall in with a war vessel of equal strength flying the British flag, and win the battle in British waters, the victory would be none the less dramatic because won by a small ship.

The *Ranger* sailed from Portsmouth and went direct to France with important dispatches to our commissioners. The cruise which has made her history a glorious one began at Brest, April 10, 1778. Jones sailed up the Irish Sea, and between the northern part of Ireland and the Isle of Man he fell in with the *Drake*, a British sloop of war of substantially equal strength but with some advantage in weight of metal and number of men. After an hour's battle, in which the Americans displayed greatly superior gunnery, the *Drake* struck her flag. Jones took his prize to Brest, where he arrived less than a month from the day on which he sailed.

The moral effect of the victory was almost incalculable. The officers of the French navy crowded the decks of the two vessels and satisfied themselves of the truth of what they must have thought a very unreal

story. A British ship of war had been captured in battle by a ship of inferior force. Buell says in his excellent biography of Jones that it was the first instance in modern warfare where such a thing had been done. Jones was at once recognized as a hero and the strange flag of the new nation across the sea became an object of respect and admiration. But he soon found himself in a situation of great practical difficulty.

He had his own crew and a shipload of prisoners to feed. Our commissioners in France were compelled, from lack of funds, to dishonor his drafts. He had used his own money to make good to his crew the terms under which their Government had secured their services, and with his own money exhausted he adopted a summary course with regard to a merchant prize and was thus able to repair his ships and to keep his men from becoming objects of charity.

The *Ranger* was sent back to America under command of its lieutenant, and Jones remained in France again without a ship. He now began a long and painful struggle for a squadron which should bear the flag of his country. Ships he could have had in plenty, ships heavily armed, if he would become a privateer, but he proudly declined them upon such terms.

"I am not," he wrote, "in pursuit of private gain for myself or for others. I hold commission as captain in the Regular Navy of the United States, which in my estimation is not to be outranked by the same grade of commission of even date in any other navy in the world. My sole ambition is to have opportunity of fighting a battle in virtue of that commission and under our new flag among nations, * * * a battle that will teach to the world, and particularly to Englishmen and Frenchmen, that the American flag means something afloat and must be respected at sea."

The obstacles in his path made success almost hopeless. The French minister of marine made fair promises and did nothing. At one turn after another Jones was baffled. Even Dr. Franklin became discouraged and advised him to return to America. Finally, after every other expedient had failed, he boldly wrote a letter to the King. This letter, but chiefly the assistance of the Duchess de Chartres, the mother of Louis Philippe, procured him an audience. The result was the *Bon Homme Richard.*

That famous ship, after having been nearly worn out in the East India service, had become an armed transport in the French navy. After much effort Jones converted her into an American frigate and armed her as best he could. Some of his cannon had been condemned and in the sequel they proved worse than useless. His crew was of the most nondescript character, such as he was able to pick up in the harbors of France. Many of them were not what Jones called "blue-water" sailors, or, indeed, sailors at all.

It was composed of Portuguese, French sailors and fishermen, about 100 French soldiers who had never before served aboard ship, a few French marines, and 150 Americans who had been prisoners, and the recollection of whose sufferings, endured in British prison ships and jails, nerved them in the desperate battle they were to fight. "I might have a better ship," wrote Jones, "and my crew would be better if they were all Americans, but I am truly grateful for ship and crew as they are." It was with such a ship that he declared he would "not shrink from engaging a superior ship of the enemy."

On August 14, 1779, he set sail upon that memorable cruise which

reflects so much luster upon his own name and upon the Navy to which he belonged. The action with the *Serapis* took place upon the evening of September 23. The simplest recital of the well-established facts of that struggle would seem extravagant, for such another battle was never fought upon the sea. Only the mention of its more important incidents will be given here. The battle was fought by moonlight.

The *Serapis* was a new frigate and in construction, sailing qualities, and armament greatly outclassed Jones's converted East Indiaman. The full weight of her broadside was 315 pounds as against 258 for that of the *Richard*. But almost at the first fire two of the *Richard's* condemned 18-pounders blew up, killing some of her crew, and that ancient battery was then abandoned. The full broadside of the *Richard* was thus reduced to 204 pounds, or less than two-thirds that of her antagonist. Such a disparity in favor of a well-manned British ship seemed to render the contest hopeless.

The fight was at close quarters, and Jones soon saw that the splendid gunnery of his own crew could not avail against the great difference in the weight of metal, especially as the guns of the British ship were handled with remarkable effect. The ships came together, and Jones attempted to grapple them to each other, but the lines separated and they fell apart. By this time more than half of the remaining guns of the *Richard* had been put out of action, and the total weight of her broadside had been reduced to less than 100 pounds, while the fire of the *Serapis* seemed as heavy as ever.

More than one-half of his crew on the gun deck had been killed or wounded, while the ship was rapidly filling with water. If the battle was to be fought out with cannon it was clear that Jones must either surrender or go to the bottom, for the *Richard* had practically no cannon in action, while she was a safe and easy target for the guns of the *Serapis*, only 100 feet away. At this point the *Alliance*, one of the ships in the American squadron, appeared in the darkness and held out to Jones the hope of rescue, but she fired two broadsides into the *Richard* and then sailed away.

And now at this desperate stage a lucky rise in the wind and a clever maneuver by Jones brought the ships afoul of each other, and this time he was able to grapple them securely together. This circumstance changed the fortunes of the battle. The British captain was deprived of the advantage which his heavy battery had given him over the silenced guns of the *Richard*. He made every effort to cut the fastenings which bound the ships together. The result of the battle depended upon the success of that effort. It was desperately pressed and desperately resisted. The captain and two lieutenants of the French marines and soldiers had been wounded, and Jones, himself, directed their fire. He urged on the French in their own tongue.

He exhausted and probably enlarged the resources of their language by the most dreadful imprecations against the foe. He would seize loaded muskets from the hands of the marines and fire them himself. His manner completely won the French. They became almost delirious with enthusiasm. Henry Gardner, who took part in the battle, wrote that "The commodore had every Frenchman who was not killed stark crazy. At first it was all he could do to get them to stand. Toward the last he had trouble to keep them from boarding the enemy before he was ready. It took them several days to cool off."

The *Richard* took fire and her magazines were threatened. She appeared to be sinking at the same time. The English prisoners were

set to work the pumps and also to put out the flames. At about this time Jones was asked from the British ship if he had surrendered. He replied that he had only begun to fight. A hand grenade, dropped by Midshipman Fanning through the hatch of the *Serapis*, inflicted great damage.

When the time for boarding came Jones gave the signal, and the colors of the *Serapis* were soon struck. As the *Richard* could not long be kept afloat Jones transferred his crew and prisoners to the *Serapis*, but he left his flag flying above the *Richard*, which was to be the sepulcher of so many heroes. The last ever seen of the *Bon Homme Richard* was, to use the words of Jones, "the defiant waving of her unconquered and unstricken flag as she went down."

Although beaten, the British ship had fought a magnificent battle. Her commander, Captain Pearson, on his court-martial, said that "The extraordinary and unheard of desperate stubbornness of my adversary had so depressed the spirits of my people that when more than 200 had been slain or disabled out of 317, all told, I could not urge the remnant to further resistance." The defeated captain was worthily knighted; the victorious ship was sunk, so extraordinary had been the battle. Jones sailed with his prize into the Texel, where the British ambassador soon involved him in difficulties with the Dutch authorities. He displayed great ability in the diplomatic correspondence which ensued. Horace Walpole attributed one of his letters to Franklin. "It is certainly written," he said, "by a first-class pen."

The capture of the *Serapis* formed the climax of Jones's career. He had little opportunity for service during the rest of the war, and after its close he spent most of the brief remainder of his life in Europe. While his history during this period is of fascinating interest, it will not serve the purpose of this report to make reference to it here. He died in France July 18, 1792.

Jones was a hero, but he was far more than a hero. He possessed an organizing mind and a fertility of resource which no difficulties could exhaust. He was compelled to create the opportunity which he had for serving his country. He also possessed the qualities of a great naval commander.

Napoleon said that if he had lived "France might have had an admiral," and he lamented that Jones could not have been matched somewhere against Nelson with "fairly equal force." So far as he was permitted he laid the foundation of the sea power of his country upon broad lines. His brilliant career has been an inspiration to the service to which he belonged from the day he won for it its first victory. By erecting a monument to him at the capital of the nation we shall honor the American Navy, of which he was the heroic founder, and at the same time do homage to a splendid fame.